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Future Direction for GAIN Regulator View

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Content

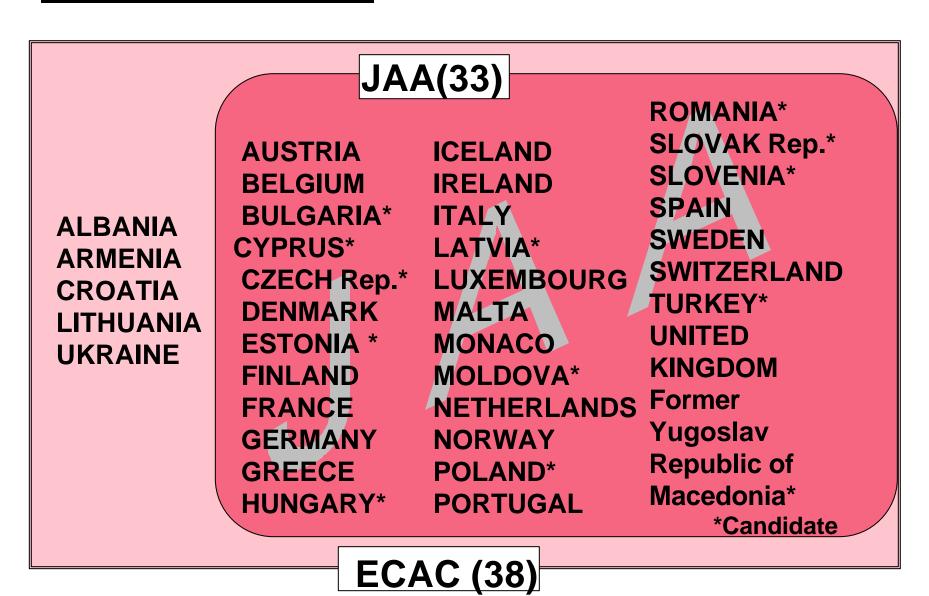
- What is JAA
- Reporting Requirements in JARs
- New NPA on Occurrence Reporting
- Safety Agenda and Reporting
- Future Direction







ECAC AND JAA





JAA Functions:

- To Develop and Adopt Joint Aviation Requirements (JARs) for:
 - Aircraft Design and Manufacture,
 - -Aircraft Operations and Maintenance,
 - -and Licensing of Aviation Personnel.
 - And Implement them



Reporting Requirements of JAA

- JAR-21 Certification Procedures
 - NPA 21-24
- JAR-OPS Commercial Air Transportation
 - NPA OPS-15
- JAR-145 Maintenance Organisations
 - NPA 145-10
- ACJ 20.XX Advisory Material

NPA: Notice of Proposed Amendment

ACJ: Advisory Circular Joint



Aim of JAA's NPA

- Consistency in Occurrence Reporting
- Consolidate Guidance Material into one Single Document
- Promote a Common Culture in Industry for Occurrence Reporting
- Harmonise Reporting Schemes with ICAO, FAA, EUROCONTROL and European Union

NPA Occurrence Reporting

- Changes to
 - JAR-21
 - JAR-145
 - JAR-OPS
- New Advisory Material: ACJ 20.XX valid for all three codes
- Publication: 1st June 2000
- Comments before: 15th September 2000



Safety Agenda

- JSSI: JAA Safety Strategy Initiative
- CAST: (US) Civil Aviation Safety Team
 Both need much better information about occurrences (e.g. Runway Incursion and Occupant Safety)
- JSSI promotes a non punitive confidential reporting system



Future Direction for GAIN

- Develop a Common Culture for Occurrence Reporting in the whole Industry, World-Wide!
- Help to develop a non-punitive attitude to encourage more voluntary reporting.
- Influence Administrations to allow more exchange of data.
- Develop better tools for exchange and analysis of data.

Future Direction for GAIN

Help to MakeAviation Safer